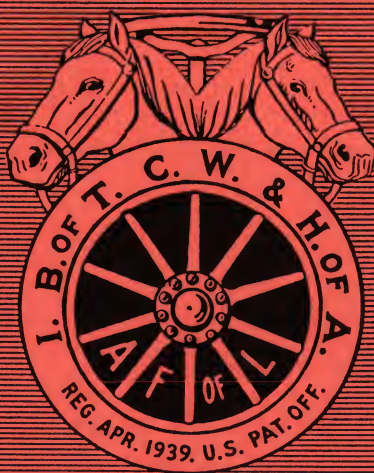


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DECEMBER, 1941

Official Magazine
**INTERNATIONAL BROTHERHOOD
TEAMSTERS - CHAUFFEURS
WAREHOUSEMEN & HELPERS
of AMERICA**



Lean Years Are Coming

THE General President addressed mass meetings in Seattle, Portland, Ore., and in Los Angeles, during his visit to the Western Conference; and the banquet tendered to him in San Francisco, was attended by business and professional men. This was perhaps one of the most useful gatherings that could be arranged. The message of the General President to those men assembled there at this splendid dinner and entertainment, undoubtedly—from reports at hand—made an impression that will be helpful to our organization in and around San Francisco.

THE fact that we are working continuously at this time and earning pretty good wages should not blind us to the fact that there are lean years coming and that we should save something each week out of our wages. Yes, I fully understand the cost of living is higher and it will perhaps go still higher as time goes on. That's the history of all wars. The government is purchasing nearly everything in the line of canned goods to send to England; consequently the market is scarce and goods have gone up. Inflation has taken place.

The scarcity of any article of food, or the over-demand for that article, increases the price unnecessarily and unjustly. Merchants in many instances are taking advantage of this situation. The government is anxious to regulate this condition but it seems to be impossible. We advise you to cut down on the non-essentials. For instance, if you go to the picture show three times a week, make it two visits. Food and the necessities of life should not be cut down, either in quantity or quality. Otherwise we will have doctor bills to pay. The main thing to keep in mind is that two years from now we may be faced with an unemployment situation, or perhaps a reduction in wages, never equalled before in the history of our country.

THE membership of the International Union on this, the last month of the year, has increased over 50,000 since the first of January. Every added link to this chain of organization makes the chain stronger and more useful and helpful to the general membership.

Don't imagine for one moment, however, that because of our large membership we are all-powerful. There never was a time when common sense was needed more than it is now amongst the general membership.

Don't run wild because you have a strong organization, or you will find yourself on the outside looking in one of these days. Labor now is on the ascendancy, but a year or two from now we undoubtedly will be on the downgrade as a result of changed world conditions. So be the right kind of union men, sensible persons, not too anxious for a fight, not too anxious to quit your jobs on some pretext or other, and not full of unnecessary boasting and pomp just because you think you have 600,000 members back of you in the International Brotherhood—*Daniel J. Tobin.*

● OFFICIAL MAGAZINE ●

INTERNATIONAL BROTHERHOOD of TEAMSTERS, CHAUFFEURS WAREHOUSEMEN AND HELPERS

Vol. XXXIX

DECEMBER, 1941

Number 1

Our Delegates Report

Seattle Convention, October 6 to 16, 1941

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IN ACCORDANCE with our constitution, we, the delegates to the 61st annual convention of the American Federation of Labor, held in Seattle, Washington, from October 6 to October 16, 1941, desire to submit the following report:

The convention opened in the Senator Auditorium at 10 o'clock Monday morning, October 6, 1941. Bert Swain, chairman of the arrangements committee, presided and introduced the chairman, Brother Claude O'Reilly, president of the central body of Seattle, who, by the way, is business agent of our Teamsters' Local Union No. 174 of Seattle. Brother O'Reilly in turn introduced the Rev. John F. Gallagher, vicar general of the Diocese of Seattle, who offered a prayer and called on Almighty God to bless the work of the convention in these disturbed days in which freedom is threatened throughout many countries of the world.

There were many distinguished speakers representing business and labor who addressed the convention, including the mayor of the city of Seattle and the governor of the State of Washington, Hon. Arthur B. Langlie. After all those addresses, which is the usual procedure, were delivered, President William Green delivered the

message of Labor in answer to those gentlemen, and he dealt with the problems confronting the world and the freedom and safety of the nation.

Stassen Is Honored

Later on during the convention Gov. Harold E. Stassen of Minnesota addressed the delegates and delivered an interesting and inspiring message. It was the first time in the history of the Federation that an outside Governor was invited to address a convention. Governor Stassen is a progressive Republican, a very fair man, and the reason for inviting him was that the Teamsters of Seattle and of Minnesota had requested President Green to do so, due to the fact that Governor Stassen had stood side by side with us for clean unionism and for the American Federation of Labor in the State of Minnesota, especially in the fight against Communists and destructionists. We might express the thought here that we believe Governor Stassen is a coming leader in his party.

It is not necessary for us to go into the many questions that came before the convention on policy and on the war, except to say that the convention was progressive and decided almost unanimously to back up the government 100 per cent in its program for the defense of our country and the preservation of our democracy and our system of government.

Brewery Workers Ousted

The Teamsters had the largest vote in the convention, somewhat over 4,000 votes.

One act of importance involving our organization was the almost unanimous decision of the convention, by a roll call vote, to suspend the Brewery Workers International Union until such time as they decided to comply

with the decisions of the American Federation of Labor and respect the jurisdiction of the Teamsters Union, which jurisdiction has been granted to us by the Federation in its decisions in previous conventions and embraces all employees in the vehicle department of all breweries, including teamsters, chauffeurs, garage workers, etc. The Brewery Workers were suspended two years ago by the convention but they proceeded to take the American Federation of Labor and the International Brotherhood of Teamsters into all the courts of the land.

Notified by Green

Finally the United States Supreme Court made a decision sustaining the decision of the Federal Court of Appeals of the District of Columbia, which in substance stated that the American Federation of Labor was perfectly within its rights in regulating jurisdictional questions between unions affiliated with the Federation. Therefore, by action of the convention the Brewery Workers were immediately suspended from the American Federation of Labor.

Since the adjournment of the convention, President Green has notified the Brewery Workers international officers that their organization is suspended. There has also been a letter sent out to all central bodies and state branches by the president of the American Federation of Labor, under instructions of the executive council, that the Brewery Workers must be unseated or disassociated from all central bodies and all state branches of the American Federation of Labor, in view of the fact that they are no longer a part of the Federation.

The vote in favor of the suspension of the Brewery Workers was 30,203. The vote against their suspension was

1,765. What a disgraceful defeat for any International Union! And remember, that of that 1,765 votes, the Brewery Workers themselves cast 420 votes. Amongst the few others voting with the Brewery Workers and against the Teamsters—and our membership should remember them during the year—were James M. Duffy and his associates, of the National Brotherhood of Operative Potters; John J. Mara and his associates of the Boot and Shoe Workers Union; George Q. Lynch, of the Pattern Makers League; and John P. Burke and James S. Killen of the Pulp, Sulphite and Paper Mill Workers.

Per Capita Reduced

An important change was made in the constitution of the American Federation of Labor relative to per capita tax. All affiliated international unions have been paying 2 cents per month per member to the Federation. The Executive Council recommended that this be reduced to 1½ cents per month per member up to 300,000 members, and that all over and above 300,000 members be paid for at the rate of 1 cent per month per member.

The Teamsters are the only ones that would be affected by the latter part of this change, as the Teamsters are the only ones paying on over 300,000 members. For the information of our members let us state that last year we paid into the Federation in per capita tax almost one hundred thousand dollars. This year, as a result of this change, we will perhaps pay about seventy-five thousand dollars; but we may substantially increase our membership and, therefore, pay to the Federation more than this amount.

It would be impossible for your delegates to describe the entertainment we received from our people in Seattle

and vicinity. The entertainment given to us and to the many representatives of labor by our Seattle Joint Council was never equalled anywhere before, and no international union was ever accorded any greater courtesy, consideration and entertainment than that which we received.

Praises Seattle Teamsters

As the General President stated in a mass meeting there, it is good to have lived to see this change in conditions for our people. When he was present at a convention of the Federation in that same city in 1913, the Teamsters had about 200 members and were on the verge of bankruptcy, as they were engaged in a strike that almost destroyed the organization. The Teamsters now own their own beautiful building in Seattle, in which all unions are located in offices splendidly apportioned and exquisitely furnished. They also have sufficient parking space around the building, which is only three or four blocks from the center of the city.

The General President attended many meetings and luncheons for the purpose of spreading the doctrines of our organization and explaining to the business people of Seattle the principles and purposes, as well as the accomplishments, of the International Union. Every man that drives any kind of truck in the City of Seattle belongs to the Teamsters Union, with the exception of a few who are driving for the Railway Express Agency and are members of the Clerks Union.

Seattle Fully Organized

Every warehouse in and around the city of Seattle is fully organized and the men are members of the Teamsters Union. There isn't a man on strike in that vicinity. Don't believe the false statements that you read in

the papers about our representatives in that district. The business people of Seattle respect and honor our people and the best of feeling prevails. From the results obtaining could be drafted material that would compose an interesting story, or history of the progress of labor.

To Aid Canada

We left Seattle at the conclusion of the convention, some of your delegates having to go on south, others returning to their homes to attend to their affairs. Your delegates held a conference during the convention, called by the General President, and we discussed the matters coming before the convention. We have the unit rule amongst our delegates, but there is very little need for the unit rule, as your delegates are a unit and have very few disagreements on any questions arising. Those without many years of experience leave decisions of questions they do not fully understand to the President of the International Union. We tried to serve you as best we could, watching day and night every question coming up in the convention and participating only in discussions in which our own International Union was deeply involved. In addition to this, many of us were appointed on important committees, and we attended to our work on those committees. The greatest part of the work of the convention is done within the committees, which report to the convention and which endeavor to bring in reports which are intended, and always have been, helpful in solving the problems confronting us and directing the future of the Federation.

The number of vice-presidents of the Federation was reduced by two, and all the members of the Council that were elected to office have served before.

It was voted to hold the next convention in Toronto, Canada, on the first Monday of October, providing suitable arrangements can be made. This was done in order to lend some encouragement to our Canadian brothers, many of whom are engaged in war; and to bring the business and the substantial expenditures of money which take place at conventions, to Canada; and lastly, for the main reason of proving to the world the friendship that obtains between the two countries.

Some of your delegates also attended the conventions of the building trades and label trades departments, which were held prior to the opening of the convention of the American Federation of Labor.

We have embodied in this report the important, outstanding questions that came before the convention affecting our organization. Of course there were many other subjects discussed and there were many addresses from governmental representatives and others, but we have tried to give you, as briefly as possible, an outline of the work of the convention, and we assure you we did our best, as your representatives, to protect and guard the best interests of the International Union.

Respectfully submitted,

DANIEL J. TOBIN
JOHN M. GILLESPIE
FRANK W. BREWSTER
JOHN O'ROURKE
GEORGE WILSON
ROBERT LESTER

Correspondents writing matter for the Magazine should write on one side of paper only and separate from all other business. Address all communications to International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers, Daniel J. Tobin, President and Editor, Room 303, 222 E. Michigan St., Indianapolis, Ind.

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Big Mid-West Strike Averted

THE threat of a demoralizing strike of 225,000 truck drivers in the middle western states disappeared on November 17 when the International Brotherhood of Teamsters agreed to refer the entire dispute to the National Mediation Board and abide by the decision.

The employers likewise agreed, and the trucks will keep rolling.

This action climaxed the over-the-road conference in Chicago which had been unable to reconcile the conflicting demands of the union and the employers.

The action of General President Daniel J. Tobin in ordering the Teamsters to accept mediation drew prompt congratulation from President Roosevelt, who telegraphed his wish that other labor leaders would follow the patriotic example of the Teamsters.

The telegram from Mr. Tobin to the President, announcing the action of the Teamsters, and the President's reply are printed below. They tell a terse but eloquent story of co-operation between Labor, Capital and Government in an hour of grave national emergency.

November 17, 1941.

"Hon. Franklin D. Roosevelt,
President of the United States,
The White House,
Washington, D. C.

"This is to inform you that in a conference on wages and hours which has been going on for the past thirty days and which involved 225,000 over-the-road truck drivers and their employers, and no settlement having been reached and a strike being threatened, the international officials of the Brotherhood of Teamsters ordered their representatives to submit the entire matter for final settlement and adjustment to the National Mediation Board, because of the serious, disturbed condition confronting our nation and the world, in which are involved the principles of human rights and human liberties.

The White House, Washington, D. C.
Nov. 17, 1941.

Daniel J. Tobin,
President International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, Indianapolis.

I thank you for the telegram just received. You express to me the spirit of

"The over-the-road truck drivers, if a stoppage of work obtained, could seriously embarrass the commerce of the middle western states. Their average earnings are less than one dollar an hour and their responsibilities are enormous and nerve-racking. It seems to me in these disturbed days that you could advise the public that there are innumerable controversies between Labor and Capital which are submitted by Labor to the Mediation Board for adjustment and settlement.

"This would not only be a statement of actual facts but it would be placing the stamp of approval on such procedure and giving encouragement to the hundreds of thousands of workers that believe in making sacrifices in behalf of their government, and in the interests of the free peoples of the world.

"DANIEL J. TOBIN."

fair play and patriotism which I have always believed existed in the hearts and minds of American labor and unionism. What a fine Thanksgiving it would be for us all if leaders in other fields of labor would but follow your example.

FRANKLIN D. ROOSEVELT.

The Express Drivers Strike

(By DANIEL J. TOBIN)

UNDOUBTEDLY our members throughout the nation were very much interested in the strike of the express drivers in Detroit, Michigan, and no doubt they are anxious to hear more about it, in view of the fact that it has received the attention of the President of the United States, who issued an order requesting that those on strike return to work.

The story of the case is as follows: About five months ago we were successful in receiving a substantial increase of better than $8\frac{1}{2}\%$ an hour for our vehicle department employees in Greater New York and in Jersey City and vicinity. The number of men involved in this dispute was close to 5,000, who were members of our organization. The increase that we were able to receive through arbitration was obtained mainly because of the work of our Statistical Department, which presented facts and figures and other evidence that surprised even the company officials with their staff of advisers, lawyers and statisticians.

News Spreads Fast

The news of this victory spread fast, and the vehicle department employees of the Express Company in the city of Detroit, who were members of the Brotherhood of Railway Clerks, inquired as to this substantial increase in wages in New York obtained by the International Brotherhood of Teamsters for its Railway Express employees in that city and vicinity who were their members. They were informed as to how it came about. They then got restless and started some agitation, and immediately their local officers and their national officers

made application for fifteen dollars a month increase for all employees of the Express Company who were members of the Brotherhood of Railway Clerks in the city of Detroit. The company, of course, demanded that they proceed in accordance with the rules and laws governing such requests, which were: first, that the Mediation Board go into the case, hear all the evidence and try to make some settlement. Failing in this, they had the right to go to arbitration if they desired.

Became Impatient

Before this was done, however, and ignoring the law governing those employees, the men became impatient and were almost impossible to control. And in the meantime they corresponded and had contact with representatives of our Express Drivers Union in New York and other places, and they decided for many reasons that the best place for them to hold their membership was in the International Brotherhood of Teamsters, because they felt:

1. That if they lost their employment or were laid off they had several avenues or branches of our trade in which they could seek employment.

2. That the Teamsters out on the streets every day, driving with them, could be of great help to them as they were a much more militant organization than the Railway Clerks.

3. They believed the Teamsters could do things and had done things for drivers and helpers and other vehicle employees that seemed to be impossible for the Clerks to do; and they had full knowledge of the fact that the Clerks only proceeded to re-

quest increases for the vehicle employees of the Express Company in recent years after the Teamsters had set the pace and obtained betterment of conditions for their members. Also they had to carry on their backs the inside clerks.

Vote for Teamsters

Prompted thus, they held meetings, discussed the situation, and decided almost unanimously—nearly 300 of them—to apply to the International Brotherhood of Teamsters for a charter to govern Railway Express employees in the city of Detroit. After investigation the charter was granted. The company was informed of the facts and the company made an investigation and decided the bargaining agency for the employees in the vehicle department would be the International Brotherhood of Teamsters.

After this happened the Clerks pulled their men out on strike; that is, their clerical force working for the company in Detroit, numbering perhaps 350. This tied up the business of the company. The drivers remained at work. The Railway Mediation Board got into the thing. They sent an investigator who, from the very beginning, decided everything he possibly could in favor of the Brotherhood of Railway Clerks. He recommended that an election be held and the board agreed with him. In the meantime the company notified us that they were withdrawing their consent to recognize the Teamsters as the bargaining agency. We felt they had broken their agreement with us. Pressure had been brought to bear on the company by the Mediation Board.

Clerks Violated Act

The Clerks' employees went on strike in violation of the Railway Act and the rules of the Mediation Board.

We felt the Mediation Board had brought pressure to bear on the company to withdraw their recognition of the Teamsters Union, explaining to the company that they had violated the spirit of the law by such procedure.

After the company had given the Teamsters notice that they were withdrawing their agreement to recognize the Teamsters as the bargaining agency for the vehicle department in Detroit, the Teamsters then felt an agreement solemnly entered into had been broken and they felt justified in refusing to continue to work in the city of Detroit. The Mediation Board then ordered an election to be held. The Teamsters refused to participate in the election because they had proven ten days before that they had the majority of the men either in the union or with signed applications, which covered the law, and that the company, after investigating, confirmed this statement.

Serious Disturbances

And the Teamsters also knew that many of the men had been encouraged directly and indirectly to withdraw their membership from the Teamsters and go back to where they were before, to the Brotherhood of Railway Clerks. Under such conditions, and with the discontent and serious disturbances occurring, many of the vehicle department employees became alarmed as to their employment and did decide to leave the Teamsters Union and go back to the Brotherhood of Railway Clerks. Under those circumstances it would have been a waste of time for the Teamsters to participate in an election; and they refused, mainly because they believed the company had broken its agreement with the Teamsters, as stated above.

In due time the Mediation Board

certified that the Brotherhood of Railway Clerks had obtained a majority vote of the employees in the Vehicle Department. Of course they obtained all the votes because the Teamsters refused to participate in the election. Then the Mediation Board certified the Railway Clerks as the bargaining agency. There never was such a muddle in all the history of Labor; and, mind you, this muddle brought about serious consequences.

Rioting Broke Out

Rioting and disturbances obtained every day and the company was unable to deliver the goods. What seemed to be an inconsequential matter in the beginning had developed into a very serious problem, so much so that the mayor of Detroit, Mr. Jeffries, called the General President and asked him to meet President Harrison and try to settle this question. President Tobin said it was useless to meet Mr. Harrison unless Mr. Harrison agreed to submit the matter to some higher tribunal for final decision.

On Saturday morning, November 1, 1941, certain police officials called in the officers of our union—the Express Drivers Union—and informed them that the company had decided not to attempt to run any trucks on that day and that there would be no need of large numbers of pickets. We are satisfied that the police officers told the truth. Only about a dozen of our pickets appeared in front of the company's premises. They were in their cars.

At 11 o'clock the doors were opened up and out rushed several trucks. From the trucks rushed gangs of men armed with new baseball bats, and within half an hour had demolished the cars and beaten up the few pickets of the Teamsters, sending many of them to the hospital. At this writing

some of them are in a dangerous condition.

Led Into Trap

In other words, the police officials—who, we repeat, we believe were honest—had stated a situation which proved to be a trap into which our pickets were led and surrounded by a mob of, some say, nearly 250 individuals, with clubs, as described above, most of them from outside cities. Leading the onslaught was a vice-president or national officer of the Brotherhood of Railway Clerks. In the rioting one of the police officers was injured. Of course this condition helped considerably to increase the bitterness obtaining.

The following Monday there were no trucks being run and the mayor insisted that the company withhold attempting to operate its trucks until there was some attempt made for a settlement. The mayor also issued a statement to the Mediation Board in Washington, we are informed, that the election just held was illegal and that a new election should be held. The mediation officials called President Tobin while he was attending a banquet and dedication of a new building for Teamsters in the city of Detroit, and asked him to meet President Harrison. President Harrison also talked with President Tobin from Washington, and President Tobin made the following statement:

Tobin Makes Offer

"I will meet you and discuss this situation on the following conditions: that, provided we are unable to reach a settlement, the matter will be left for final settlement and decision to the members of the Executive Council of the American Federation of Labor, of which we are both members; and that we will both withdraw from the discussion on the merits of the case after

we present our side. If you agree to this I shall order all men to return to work immediately."

President Harrison replied that he would agree that we meet and discuss the situation and endeavor to reach a settlement; that if we failed to reach a settlement he would then agree that the matter go before the Executive Council; but that either side, if they so desired, should have the right to refuse to obey the decision of the Executive Council.

Waste of Time

President Tobin then replied that such procedure would be a waste of time and leave us where we were before; that that was not arbitration and it seemed strange that two organizations affiliated with the American Federation of Labor could not trust the Executive Council with this question. There would be 12 or 13 International officers hearing the case, a jury composed of men of experience, sincere and honest, and it seemed to President Tobin that President Harrison could trust the merits of the case to those men and not drag the case in before a governmental tribunal, especially when the Brewery Workers were told by the highest courts in the land that the Executive Council had the right to decide questions involving its own unions. President Harrison still disagreed and refused to leave the matter for final settlement and adjustment to the Executive Council of the American Federation of Labor.

Thus the case stood on Friday evening, November 7, 1941. At 10 o'clock on that evening President Tobin received at his home a special telegram from the President of the United States which requested that he, President Tobin, order the men on strike in Detroit to return to work within 48 hours. President Tobin replied to the

President of the United States that it would be impossible for him to carry out such an order; that the members of the General Executive Board were the governing body of the organization in matters of this kind, and they were scattered all over the country and that he would have to wait until Monday morning to send a message to them in their respective offices.

Roosevelt Asks Again

The President of the United States replied on Monday that his request as contained in his message of late Friday night was repeated. President Tobin on Monday morning referred the matter to the General Executive Board with full explanation. The General Executive Board by a bare majority vote decided to comply with the request of the President of the United States in this matter, many of them emphasizing the fact that the defense program of our country was not involved in the dispute in Detroit.

In the meantime, President Tobin had withheld his order to have members of our organization working for the Express Agency in many other cities cease work. President Tobin and the General Executive Board believed that in view of the fact that the company had broken its agreement with the Teamsters in Detroit, there was no existing agreement binding on us in any other city.

Appointed Mediation Board

This point, of course, has been disputed by the Mediation Board but is not now an issue, for the time being, at least. The President of the United States then appointed an emergency committee as provided for in the Railway Wage Act. This committee held its first meeting in the city of New York on November 12, 1941. President Tobin instructed Judge Padway

and two of our general organizers, as well as others from Detroit, to appear before this committee and explain our position and to state plainly that in view of the fact that there is now no emergency and the men have returned to work, there is no need for the work of this committee.

The committee, however, remained in session for three days. In the hearing the company took an outright stand in favor of the Brotherhood of Railway Clerks and requested the Emergency Committee to recommend that the Brotherhood of Railway Clerks be recognized as the bargaining agency. Why the company should show its hand so brutally and one-sidedly is something we cannot understand, although I think we have the right to guess in our own way.

Clerks Easy to Handle

They have their special reasons. It is perhaps easier to handle the Clerks than the Teamsters. We proved that in our New York mediation case recently. This plea of the company in behalf of the Clerks sets aside their insinuations that they were neutral, and we have the right to ask—How is it that they agreed we were the bargaining agency in Detroit after we showed them the signed-up members, representing a majority of the vehicle employees?

At the time of our going to press, our judgment is that the Emergency Committee appointed by the President will report back to the President that the officers of the two unions should get together and try to settle it; if they failed, that they should try to get the supreme court of Labor, by which both are chartered—the Executive Council—to settle it; if they then failed, they should provide for some other board to handle the case. This is our guess. In other words, the

Emergency Committee will have done nothing except what could have been done before by both sides.

The whole thing seemed based on one point—Shall the drivers and helpers working for the Railway Express Agency be members of the International Brotherhood of Teamsters, or shall the Clerks have the right to hold them in membership, especially if a majority of the men, by signing applications for membership, signify their desire to become members of the International Brotherhood of Teamsters?

They "Interpreted" It

The Clerks say there was an agreement with the Teamsters in 1937 which enumerated the cities over which the Teamsters had jurisdiction, and all other cities and towns came under the jurisdiction of the Clerks. That is the way the agreement is interpreted by the Clerks. We disagree with such an interpretation. The Company and the Mediation Board agree with the Clerks up to now, but from now on we shall endeavor to disprove such interpretation.

In going out on strike in Detroit, if the procedure is examined with a microscope, we may have violated the rules of the Mediation Board, but in answer to that we say that the Clerks, who are supposed to be 100 per cent railroad employees and governed by the Railway Act and the Mediation Board, first went out on strike in Detroit and remained on strike until the Mediation Board had promised them to hold an election.

One-Sided Election

The one-sided election being held, the Mediation Board gave the Clerks what they wanted—the right to represent the vehicle department of the Railway Express Agency. This election the mayor of Detroit declared in

a telegram was illegal, and it was suggested that another election be held. We are, of course, at this writing awaiting the report of the Emergency Board appointed by the President, on what further action will be taken. In the meantime let it be distinctly understood that in any city or town where a majority of the vehicle department are members of our organization, even allowing the 1937 agreement, the bargaining agency must come under our jurisdiction in that district.

So it is up to us to endeavor to show the Railway Express vehicle employees the benefits of becoming mem-

bers of our union, joining hands with the half million organized teamsters throughout the nation, instead of holding membership in the Brotherhood of Railway Clerks.

We, the Teamsters, are not asking for inside clerks or pencil men. They belong to the Clerks. All we are asking for is teamsters and helpers, which jurisdiction has been granted to us, approved and reapproved, affirmed and reaffirmed, by the conventions of the American Federation of Labor. It is your job, every one of our members, to encourage drivers of express trucks to become members of our union.

Wins Vital Bakery Case

NEWS of the union victory on the important question of restricting operations of owner-drivers has been mailed to all bakery locals by Frank D. Brown of Indianapolis, general organizer and auditor of the International Brotherhood.

Brown's letter followed an announcement from Judge Joseph B. Padway, general Teamsters' counsel, that the Federal Trade Commission had reversed its previously hostile ruling in the Sioux City and Des Moines cases.

The commission ruled that contracts between the Iowa locals and bakeries do not violate the federal law. The original complaint was made two years ago against a clause in the Iowa contracts that prevented the bakeries from selling to men who owned and operated their own trucks in competition with union drivers.

The contract was challenged as a conspiracy in restraint of trade, whereupon the general executive board of the Teamsters instructed

Padway to resist, in behalf of the Iowa locals and the wage standards of the entire membership.

Padway did so and won a complete victory when the Federal Trade Commission accepted Padway's argument that the contract was not to restrain trade but to protect wage levels and working conditions.

It is therefore legal for unions to contract against independent truck owners who are guilty of unfair trade practices by selling below prevailing prices, and are also guilty of unfair labor practices by disregarding union hours.

In the face of such competition, the bakeries could not maintain their price standards and the unions could not maintain their conditions.

In some sections employers have been guilty of flagrant abuses by compelling drivers to pay for their trucks.

As matters now stand, according to Brown's letter to the bakery locals, the bakeries may refuse to sell to independent driver-owners.—L. M. H.

West Coast Active

TEAMSTERS UNIONS throughout the country are eagerly awaiting the printed proceedings of the Western Conference of Teamsters, held recently in Seattle, so that they can see how the Pacific Coast does things.

The Western Conference has long been an organizational model for the rest of the country.

The Western Conference represents all the locals of the Teamsters' Union in the vast area of the eleven Far Western states. It unites them in a concerted organizational and economic program which puts into practice the basic labor principle that the strong must help the weak.

Through the co-operation of Teamsters Unions in the entire West, the organization of Los Angeles is being rapidly achieved. Corporations which refused to deal with the Teamsters in Los Angeles were told flatly that the Teamsters would refuse to deal with them in the balance of the West.

Therefore, such corporations faced fights not only in Los Angeles, but in San Francisco, Portland, Seattle and the other cities of the eleven western states.

Beck Proposes Plan

As long as the corporations could localize their anti-union struggles in Los Angeles, they won. But when the Teamsters marshaled the rest of the West against them, they lost.

The meeting of the Western Conference this year was highlighted by the first simple and effective plan to organize the Solid South.

As proposed by Dave Beck, the Teamsters would apply the same pressure to the entire South that they applied to Los Angeles. In other words, they would refuse to handle

the products of the South anywhere else in the country, as long as the South refused to deal with the Teamsters.

The first step to the success of such a plan, however, is the organization of the rest of the country into units such as the Western Conference.

These sectional conferences could then perfect a plan of operation which could be carried forth instantly on a nation-wide scale, outside the South.

Other problems discussed by the Western Conference in Seattle included the organization of Railway Express drivers and the organization of other employees in concerns having contracts with the Teamsters.

Trade Divisions

The Western Conference is divided into trade divisions, such as bakery drivers and employees, dairy drivers and employees, etc. Each of these divisions made a comprehensive report of past activities and future plans, all of which will be printed in the proceedings of the conference, according to Secretary Paul Revelle of Seattle.

As soon as the proceedings are off the press, they will be available to every union in the country which wants to study the Western set-up, Revelle said.

And judging from the interest already manifested by other unions, the conference proceedings will become a textbook for many Teamster locals throughout the country.

The Seattle conference was attended by Teamster officials from as far east as New York, who came to see how the Western organization operates, and what it has accomplished.

—Lester M. Hunt

Currier a Dead Fish

THAT Currier Lumber Company case still smells like the dead fish that it is. Especially since the newspapers have been turning it over.

The facts in that case are of considerable interest to the Teamsters Union. In the first place, the controversy involved the American Federation of Labor and the Building Trades. The Teamsters are members of both, and are vitally affected by wages and conditions in the construction industry.

For the information of the membership, the controversy in Detroit was not over prefabricated materials, as some of the newspaper columnists said it was. Prefabrication had nothing to do with it.

The bid of the notoriously unfair Currier Lumber Company for 300 defense homes was a collusive action between the company and the United Construction Workers Organizing Committee of the CIO.

The United Construction Workers are even more notorious than the Currier Lumber Company. Currier operates in Detroit, while the United Construction Workers operate anywhere, preferably behind a picket line.

A Fantastic Fraternity

This is the organization which chartered the rump union of the Dunne brothers to destroy the Teamsters Union in Minneapolis. It is the same organization which had previously tried to organize the Pacific Coast by reducing wage scales and signing phoney contracts with unfair employers—like Currier.

The head of this fantastic fraternity of scabs and radicals is Denny Lewis, the brother of John L. Lewis.

Denny Lewis tried to put the union

label on the Currier Company so that this anti-labor concern could obtain a federal contract by underbidding the fair employers of Detroit who hired union men and paid the union scale.

He signed a contract with the company in a clear attempt to destroy the agreement of the Office of Production Management with the A. F. of L. building trades to stabilize defense construction.

Presumably the Currier Company was to pay the United Construction Workers the A. F. of L. scale. But if this "contract" was like others Denny Lewis has written under similar circumstances, the employer wrote his own scale, regardless of what the "contract" said.

Elastic Pay Scale

And it was probably under such an elastic pay scale that the Currier Company was able to underbid the contractors who paid the A. F. of L. scale. Even so, the Currier Company did not underbid by \$400,000 as reported in the press. It underbid by about \$200,000.

However, the amount of the bid is unimportant compared to the havoc it would have created in the construction industry and the defense program.

It would have penalized the fair employers and would have made the federal government a party to a conspiracy to violate its own agreement with the Building Trades and the contractors.

Very properly, the OPM denied the contract to the Currier Company. Immediately certain newspaper columnists and every foe of organized labor shouted that the government was "favoring" the A. F. of L. Noth-

ing could be further from the facts.

As a matter of fact, the A. F. of L. was favoring the government in the interests of the defense program in the agreement it ratified with the contractors.

As an illustration, here are some of the concessions the A. F. of L. building trades made to the OPM in its agreement with the contractors:

1. They suspended the right to strike.

2. They gave up double time for overtime and accepted a uniform rate of time and one-half.

3. They agreed to work three shifts a day at a uniform scale, thus surrendering the customary additional pay for night work.

4. They assumed responsibility for supplying men for remote defense projects and paid the expenses of transportation themselves. In some cases, the unions rushed in skilled workmen by airplane to meet a defense emergency and paid the bill out of their own pockets.

Then Came Lewis

As a result of this agreement, work was proceeding at top speed on 500 defense projects involving billions of dollars. The Building Trades were shifting their men wherever the gov-

ernment wanted them. In some cases they were transported 2,000 miles. At Corpus Christi, Tex., the Building Trades assembled 18,000 qualified construction workers to convert waste land into the largest naval air training station in the world.

And in the face of all this, Denny Lewis sneaked into town as the advance agent for a scab company.

The OPM refused to have any dealings with Lewis because he doesn't represent anybody but himself and Currier. He has no membership in his United Construction Workers. The A. F. of L. has all the construction workers and the government had to deal with them, if it wanted to deal with anybody.

Nobody knows this better than the CIO. And the CIO had nothing to say in support of Denny Lewis.

In fact, the National Maritime Union of the CIO gave the most conclusive proof of where Denny Lewis stands when it hired the A. F. of L. building trades to repair its building in New York City.

If the CIO won't trust Denny Lewis in one of its own buildings, why should the federal government turn him loose with a hatchet in the midst of its national defense structure?

—Lester M. Hunt

Business Should Help, Too

In spite of the fact that only a tiny percentage of defense production has ever been tied up because of strike action by labor, Big Business has been doing its damndest to create the impression in the minds of Americans that all slow-up of defense production is due either to labor or to inefficiency of the New Deal administration.

Whenever a strike ties up a defense plant, Big Business screams, regard-

less of whether there is justification for the strike or not.

But it is becoming increasingly apparent that Big Business will have much to answer for should this nation fail to fulfill its solemn promise to supply sufficient materials of war to those nations which are now engaged in life and death struggles with the Hitler machine.

—Minnesota Teamster

Watch Those Shop Cards!

WHY should one company pay \$10 a week for service station attendants in one city and \$30 a week in another, particularly when gasoline sells for the same price in both?

The answer, of course, is that one city has been organized by the Teamsters' Union, and the other follows the "American plan" under which each worker insists on his God-given right to refrain from eating.

Excellent Progress

Reports from around the country indicate that the Teamsters are making excellent progress in organizing service stations. The days of long hours and low wages are nearing an end for these employees.

However, organization would be greatly accelerated if the general membership of the Teamsters' Union would lend a hand. If every Teamster would ask for the shop card of the station, or the dues book of the attendant, before he buys gasoline, he would be putting groceries on the tables of the service station men.

Flagrant Violations

Several local union officials have written the international office that they are not receiving this co-opera-

tion and that, in some instances, non-union stations are making a profit from the business of Teamsters.

In other words, these Teamsters pay their officials to organize these stations, and then pay the stations to resist organization. It's like trying to walk forward with one foot, and backward with the other.

Many of the most flagrant violations of union conditions occur in stations owned by the large oil companies. Some of these companies evade responsibility by "leasing" them. The "lease," however, is virtually nothing but a permit to operate the station at the pleasure of the owner.

Evade Federal Laws

These leases permit the company to cancel almost at will and aside from evading responsibility for non-union conditions, to also evade federal social security laws and state taxes.

The officials of local unions need the mobilized economic power of the membership to cope with these corporations. They are asking for that cooperation.

So ask for the shop card or the dues book before you say "Fill 'er up!"

—L. M. H.

Nazi Press in America

That there is a Nazi press in America cannot be denied.

Many of the powerful newspaper chains such as the Hearst chain are utilizing their vast influence to "create a bottleneck in the pipelines to the marketplace of thought."

It is not strange that newspapers in America, which because of their editorial policy can be definitely branded as Nazi propagandists, should parallel their attacks on American democracy with vicious attacks upon organized labor.—*American Labor Citizen*.

Brewery Workers Suspended

PRESIDENT WILLIAM GREEN of the American Federation of Labor wasted no time in acting on the suspension of the Brewery Workers by the national convention of the Federation in Seattle in October.

Letters to all city central bodies and state federations of labor were dispatched on October 31 advising them to act immediately.

President Green's letter follows:

"The delegates in attendance at the 61st annual convention of the American Federation of Labor which was held at Seattle, Washington, beginning October 6, 1941, voted to suspend the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America from affiliation with the American Federation of Labor.

"This action was taken because of the refusal of said organization to comply with a decision made at a previous convention of the American Federation of Labor that it recognize the jurisdiction of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America over truck drivers, chauffeurs, teamsters and helpers employed by the management of brewery manufacturing plants.

Orders Suspension

"The suspension of the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America from the American Federation of Labor was ordered by a decisive vote of 30,203 in favor, to 1,765 against, upon a roll call vote.

"Because the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America was suspended from affiliation with

the American Federation of Labor, I was officially directed by the Executive Council of the American Federation of Labor to communicate with you officially advising you that local unions chartered by the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America are ineligible to affiliation with American Federation of Labor central bodies and state federations of labor.

"The Executive Council of the American Federation of Labor directed me to call upon you to immediately suspend all local unions of the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America from affiliation with your central body and your state federation of labor.

"I, therefore, officially direct that in accordance with the laws of the American Federation of Labor and by direction of the Executive Council, you proceed to immediately carry into effect the decision of the convention and the instructions of the Executive Council that all local unions of the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America be suspended from affiliation with your central body and your state federation of labor.

"While I sincerely regret the suspension of the International Union of the United Brewery, Flour, Cereal and Soft Drink Workers of America from affiliation with the American Federation of Labor, nevertheless the laws of the American Federation must be carried out and the deliberate decision of the convention of the American Federation of Labor must be carried into effect."



EDITORIALS



Mormon Money Changers

(By LESTER M. HUNT)

IN Salt Lake City, certain unscrupulous employers are attempting to involve the Mormon church in a controversy with the Teamsters' Union.

This action is particularly reprehensible because these unscrupulous employers are members of the Mormon church themselves. They are attempting to further their business interests at the expense of their religion.

They are attempting to use their church as a private detective agency to break a strike and perpetuate the open shop in the State of Utah. Instead of driving the money changers out of the temple, they are inviting them in.

We do not believe that these employers will be successful in deluding the membership of the Mormon church. It happens that many members of this church are loyal members of the Teamsters' Union, and there is no reason why they should not be.

There is no basis for any controversy whatsoever between the Mormon church and the Teamsters Union. In fact, the Teamsters Union is the champion of religious freedom, as well as economic freedom.

Its membership embraces every faith. There has never been in the Teamsters Union any prejudice toward any man because he belongs, or does not belong, to any church. We stand unswervingly for religious liberty, and the principles of the Teamsters Union harmonize with those of every religion that anchors to the Golden Rule and preaches the brotherhood of man.

The Mormon members of the Teamsters Union appreciate that, according to their personal letters to international headquarters in Indianapolis.

They were the first to expose the conspiracy to use their church as a strike-breaking agency. And they have no illusions as to who is responsible for this conspiracy.

They name four men as the leaders of the effort to enlist the church in a private controversy with a labor union over wages and conditions.

And these men are J. Reuben Clark, Jr., A. E. Bowen, Orval W. Adams and Robert Judd, all influential figures in the Mormon church, and barons of business in the State of Utah.

Through their interlocking control over radio stations, newspapers, banks and corporations, they have a strangle-hold on the commercial life of Utah.

These men, incidentally, are all bitter political enemies of President Roosevelt and his foreign and domestic policies. They hate his friendship for the working man, and his insistence on the right of labor to a living wage, even though it comes from the pockets of Clark, Bowen, Adams and Judd.

Because the issue with the Teamsters Union in Salt Lake City is purely and simply a fundamental question of wages and conditions, an effort has been made to becloud the issue and prejudice the populace by injecting the Mormon church.

In some mysterious way, the demands of the Teamsters are supposed to be injurious to the church. But the

Teamsters Union is asking nothing whatever of the church. It is engaged in a controversy with the wholesale grocers.

It is asking a wage of from \$110 to \$125 per month on the basis of a 40-hour week. Certainly there is nothing exorbitant or unreasonable about that. By no stretch of the imagination can this be construed as a covert attack on the Mormon church.

The employers agreed to the wages, but they asked a 45-hour week. The question was rapidly approaching adjustment when the hidden hands of Clark, Bowen, Adams and Judd began to write on the wall.

The issue of the closed shop was suddenly raised, although this had been written into the contract at the suggestion of the employers themselves.

Now the open-shop employers are in full cry. The negotiations have been prolonged for months and the organized industrialists of Utah, instigated by these four men, are now trying to organize the Mormon church in order to disorganize labor.

The strategy of the industrialists is

to embroil the Teamsters in a fight with the church. But it won't succeed.

We have no quarrel with the Mormon church.

And we do not believe that Clark, Bowen, Adams and Judd are representative of the members of that faith.

We do not believe that the Mormons of Utah can be herded into a corral like cattle, to submit to the political or economic branding irons of Clark, Bowen, Adams and Judd.

The Teamsters will continue to try to benefit the working men of Salt Lake City, regardless of the Clarks, the Bowens, the Adamsses, the Judds and all their newspapers, radio stations and corporations.

We believe we are entitled to the sympathy, if not the support, of the Mormon church, as we understand its teachings.

And so, with malice toward none and with charity for all, the Teamsters Union will pursue its organizational activity in Salt Lake City, and the State of Utah.

Let us hope that we will not be forced into a fight that will spread far beyond the boundaries of this state.

Delay Defense Strikes

(By DANIEL J. TOBIN)

UNDER no circumstances are our building material drivers or truck drivers of any description who are hauling to government jobs allowed or permitted to go on strike and interfere with any defense construction work, without first laying the matter before the General Officers in Indianapolis. We have entered into this agreement through the Building Trades and the Government. We expect our people to carry it out.

Nine out of every ten cases can be settled if they are first referred to the

boards that the government has set up for the adjustment of affairs of this kind. Recently we had our men pulled out on strike in an army building adjacent to Washington. Why? Because the contractor was doing work on one or two other jobs somewhere in Virginia and he was unfair to the Teamsters. We hate and despise such a cheap contractor, a chiseler of the worst kind, who slaps his breast and claims he is 100 per cent American, yet who is willing, and will do anything to continue with non-union,

slave labor—but hires union men and pays union wages on a government job because he has to.

However, we cannot make the government suffer and break our agreement because of such a condition. The first thing that we must keep in our minds is that this government must

have no obstacles, if they can possibly be avoided, in the program it has mapped out to help to protect our own country and supply food, materials and munitions for the democracies across the water that are fighting the battle of freedom against the military machine of Adolf Hitler.

We Invite the Brewery Drivers

Now that the Brewery Workers are outside the American Federation of Labor and the master brewers do not want them to have anything to do with the CIO, and most of the brewery drivers and helpers desire to be real union men—we invite them to apply for a charter to the International Brotherhood of Teamsters. We will grant them a charter without any penalties and accept them into the International Union on the very smallest of fees. We will not interfere with their local treasury or with their local officers, and their per capita tax per month will be 30 cents per member to the International Union. We will pledge them our support in every way possible, and that of our unions in their districts. We will go further and promise them that under no circumstances will we permit any employer to in any way interfere with their present standard of wages and hours, and we guarantee both the members and the employers that the present contracts will be carried out until their expiration. Our members are requested to contact brewery workers and advise them to

come into our International Union. This also goes for soft drink workers who are not in our union. For a number of years the Brewery Workers Union has been admitting to membership soda water and soft drink drivers and helpers. A great deal depends upon our local business agents and on our general membership in this question and whether or not they will take a few minutes to explain it to the brewery workers wherever they come in contact with them. I repeat, we will not interfere with their local unions, their present make-up or officers or treasury or property. They can go along as they are now. We will issue them a charter guaranteeing them the protection of all of our members, and further protecting them in their contractual relations with their employers, and also protecting their employers until the expiration of the contracts; and then we promise to lend the whole strength and force of our organization, if necessary, to the aid of the brewery workers in case they become involved in any difficulty with their employers.

To Organize Railway Clerks

THERE are many places throughout the country where platform men sorting out over-the-road freight are members of the Brotherhood of Rail-

way Clerks. In two-thirds of the platforms throughout the country they are members of the International Brotherhood of Teamsters. Those men who

are members of the Railway Clerks, including checkers as well as sorters and loaders, have asked us in many places to permit them to join our organization. In order to be helpful to the Clerks we have held back giving our consent. Now we are ordering our people everywhere to take into our membership this class of workers, because of the attitude of the Brotherhood of Railway Clerks towards our International Union in the city of Detroit, and because of their mob attacks on our pickets who were endeavoring to protect the drivers and helpers working for the Railway Express Agency in that city who had decided to become members of our organization. In other words, the Brotherhood of Railway Clerks is not entitled to any consideration or help from the

membership of our organization. This is the decision of the General Executive Board. Admit to membership all the classes outlined above, or any other classes who are not directly on the payroll of a railroad—not on a subsidiary corporation of a railroad, but directly on the railroad payroll. And the time will come when perhaps the railroads will own trucking lines and platforms, and when that time comes we shall also see to it that the trucks do not work unless the platform men, sorters and checkers are members of our organization.

We try to play the game fair and in accordance with Trade Union rules, but we find that many organizations do not appreciate that method of procedure.

Force Brewery Workers Out

ANY central body that refuses to carry out the laws of the American Federation of Labor, that charters those central bodies, as explained in the letter sent by President Green to all central bodies recently to unseat and disassociate from their membership delegates from all Brewery Workers local unions because the Brewery Workers' International Union has been suspended by the American Federation of Labor—I repeat, in any case where this occurs and the central body refuses to obey the laws of the Federation by retaining those Brewery Workers delegates in their membership, you are hereby instructed, as delegates from our several Teamsters Unions, to withhold your per capita tax until such time as the central bodies put into effect the laws of the Federation and the orders conveyed in the letter from President Green instructing them—central bodies and state federations of labor—

to disassociate the Brewery Workers from their membership. Hold your tax to the central bodies is your order until the above law is complied with. Local unions of ours failing to respect this order are not complying with the rules governing the International Union and are subject to further discipline by the International Union wherever we find out that this order is not respected. This discipline can include refusal to sanction strikes or wage scales, or other assistance which the International Union can give to local unions.

Again we order you to respect and observe the above request from your International Officials. And it would be well for you to notify the central body that you are not going to pay tax until they unseat the Brewery Workers, as per the orders of the convention of the American Federation of Labor.

Check Your Mailing Lists

BECAUSE of the increased cost of paper and help in the office, our monthly magazine is running into more money each month. Last month we had several copies of the magazine sent back to us where they were being mailed to men who had been dead for two or three years.

In one instance a wife asked us to take the name off the list as she didn't want to be reminded of her dead husband whom she loved. Until such time as our local unions are compelled to pay, by the constitution, from five to seven cents for each copy of the magazine, I suppose the secretaries will not interest themselves in trying to keep their mailing lists corrected. The old secretaries are as bad as the new ones.

They just simply say—"What do we care if it costs the International more?" If this writer lives until the next convention he shall recommend—and I am sure it will be adopted—that each local union be compelled to pay five cents per copy for the magazine each month. If they don't want it, then they do not have to buy it.

Under our present laws a secretary that does not correct his list and send in the names of the newly initiated members, the names of the members who are in arrears, or those who leave the organization or who die—I repeat, even now we could seriously penalize the local union because of the failure of the secretary, and I am sure if we desired to go the full distance we could have the secretary removed from office for his wilful neglect in this matter.

Won't you help us out in this by keeping a list of the men who pass away, or who leave the organization, or who change their address, and send us that list each month? If necessary your union is justified in placing a fine of five dollars on a member who moves or changes his address and does not notify you within ten days after that change is made.

Every copy of the magazine that is not delivered because of change of address costs us for mailing the magazine back to us. On returned magazines during the last two months our bill was over \$250 postage. Note on page 21 of the International Constitution, Section 10:

(b). It shall be compulsory upon the local secretary-treasurer to send in the name and address of every member in good standing to the office of the General President, quarterly, in order that the members may receive the magazine and keep the mailing list revised at all times.

Carefully note the words "it shall be compulsory upon the local secretary."—*Daniel J. Tobin.*

Official Magazine of the
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CHAUFFEURS, WAREHOUSEMEN
AND HELPERS OF AMERICA**

• • •

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